(ङ) फैजाबाद जिला : फैजाबाद, अयोध्या ।

(च) गाजीपुर जिला : गाजीपुर, नंदगंज ।

विवरण - 2

उन स्थानों की सूची जिन्हें 1992-93 के दौरान एस.टी.डी. सुविधा से जोड़े जाने का प्रस्ताव है, बशर्ते कि उपस्कर समय से उपलब्ध हो ।

फैजाबाद जिला: बीकापुर अकबरपुर, टांडा । गाजीपुर जिला: सैदपुर, मोहम्मदाबाद, जमानिया ।

जौनपुर जिला : शाहगंज, मछलीशहर, केराकत, मड़ियाहूं, सयारिया ।

Plan for modernisation of postal services

794. SHRI KAMAL MORARKA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether there is a proposal with Government for a massive modernisation of the postal services in India;

(b) if so, what are the main features, thereof;

(c) how far the proposed plan will improve postal services in the rural areas; and

(d) whether Planning Commission has approved the outlay?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P. V. RANGAYYA NAIDU): (a) Yes, Sir.

(b) The basic thrust is on improvement of services at the postal counter and speeding up the delivery of letters, parcels, money orders, etc. This is proposed to be achieved by modernising the postal infrastructure. Introduction of mechanised sorting at important centres, use of microprocessor based counter machines and transmission of money-orders through satellite communication are the main features of the modernisation programme.

(c) The proposed modernisation programme aims at all round improvement of postal services throughout the country including rural areas.

(d) The planning Commission has approved an outlay of Rs. 34.28 crores for modernisation of postal Services during the 1992-93 Annual plan.

Electronic exchange and STD facility in Uttar Pradesh

795. SHRI RAM NARESH YADAV: Will the Minister of COMMUNICATIONS be pleased to refer to the answer to Starred Question 281 given in Rajya Sabha on 29th August, 1990 and state:

(a) whether electronic exchange and S.T.D. facilities has been provided in Ferozabad, Jhansi and Farukhabad district of Uttar Pradesh; and

(b) if so, how many districts in Uttar Pradesh are still to be linked with such facilities?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P. V. RANGAYYA NAIDU): (a) Yes Sir. except Jhansi.

(b) Only Jhansi district is still to be linked with S.T.D. facility.

Alternate fuel for surface transport

796. DR. G. VIJAYA MOHAN REDDY: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) what are the projects to develop alternate fuels for surface transportation; and

(b) what is the amount sanctioned for Research and Development in this regard and what achievements have been made so far?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) and (b) To develop alternative fuels for surface transportation, the Department of Non-Conventional Energy Sources (DNES) has

been supporting work in three directions viz. (a) Battery Operated Vehicles (BOVs); (b) use of alcohols in diesel buses; (c) laboratory studies on use of compressed natural gas (CNG) in petrol and diesel engines.

With DNES support, Bharat Heavy Electricals (BHEL) developed five BOVs (15 seater) for use during ASIAD 1982. Thereafter, the BOV programme was gradually expanded to gain field experience. Component weaknesses which surfaced under actual operating conditions were overcome. Frequent failure of transistorised chopper controller was reported. During the past two years BHEL has developed a thyristorised chopper controller in lieu. The performance of indigenously developed BOVs is now reportedly satisfactory. A sum of about Rs. 97.02 lakhs has so far been spent on these R&D efforts. A private sector concern M/s. CHATELEC has also taken up, on its own, manufacturing of passenger and industrial model BOVs in Maharashtra with imported technology.

To popularise BOVs and to gain further field experience, a BOV demonstration programme was initiated in 1986 under which DNES capital subsidy of Rs. 1 lakh for passenger models and Rs. 50,000 for industrial models has been provided for 155 BOVs so far. BOVs not only save petroleum fuel and cause no smoke pollution and are now being effectively used for group transportation, like in the Inter Office Mini Bus service between CGO Complex, Lodi Road and North block. The performance of BOVs rapidly declines with overloading as experienced on some routes of Battery Bus Service being operated by the Delhi Energy Development Agency. For such routes and other applications forty seater battery buses (4 Nos.) are being developed by the BHEL with DNES grant-in-aid of Rs. 35 lakhs. The first prototype is expected to be ready for trials in December, 1992.

2. The R&D to use alcohols in diesel buses was commenced in 1988 under which 10 buses of Delhi Transport Corporation (DTC) were converted by the Indian Institute of Petroleum, Dehra Dun (IIP) for operating on diesel-methanol. Under this project, 10 DTC buses covered 6,43000 kilometers in dual fuel mode achieving about 12 to 15 per cent diesel replacement with about 33 per cent reduction in smoke emission. Marginal improvement in engine performance and no adverse effects on engine wear were reported on conclusion of the project in June 1989. A large demonstration project was taken up in November, 1989 for operating 25 DTC buses using renewable ethanol in lieu of methanol. The fie'd trials of this project concluded in December 1991 with 25 buses covering about 15.82 lakh kilometres in dual fuel mode. Under optimised conditions about 14 per cent diesel replacement and about 33 per cent reduction in smoke emission were reported. A sum of about Rs. 22 lakh has so far been spent on the alcohol programme.

3. Laboratory studies have been supported by DNES at:—

(a) IIT, Kharagpur since July 1989 to study use ofCNG under various engine conditions in petrol & diesel engines at an outlay of Rs. 12.238 lakhs. Feasibility of use of CNG in spark ignition engines is reportedly proven with higher thermal efficiency than with petrol. Studies for use of CNG in diesel engines are continuing and (b) IIP, Dehra Dun to select and optimise a CNG kit for diesel buses at an outlay of Rs. 4.05 lakhs. The IIP is now coordinating a project to operate 10 buses of the Cholan Transport Corporation, Tamil Nadu on CNG in dual fuel mode. The first bus commenced trial operations a few days ago. The project has been jointly financed by Madras Refineries Limited and Tamil Nadu authorities without any DNES funding.

Improvement of India's telephonic system

797. SHRI RAM NARESH YADAV: Will the Minister of COMMUNICATIONS be pleased to state:

(a) what is the manner in which Government propose to compete with the